

**Exhibits for Twinbrook Commons**  
Public Hearing 1/10/05

Testimony from:

ATTACHMENT 6

1. Hyde Company Realtors
2. Rob Bacon, Rockville, MD
3. William Goodrum, Rockville, MD
4. Signs by Design, Rockville, MD
5. Robert & Margaret Farrell
6. Azer Kehnemui, D.Sc., P.E., Principal, Smislova, Kehnemui & Assoc., P.A.
7. Paul E. Burkart, P.E., Principal, Geoconcepts Engineering, Inc.
8. Christopher P. Arndt, President, Arndt & Arndt
9. G. Scott Harding, President, F.B. Harding, Inc.
10. E-mail from Aleta Payne
11. E-mail from Aleta Payne
12. Steven R. Bryant
13. Mikele Ann Bryant
14. Letter to WMATA from Steven R. Bryant
15. Letter from John Shields, Jr., Business Representative for Washington, DC Building  
and Construction Trades Council, Camp Springs, MD
16. Letter from Casey Aiken, Rockville Chamber of Commerce
17. Letter from Twinbrook neighborhood residents
18. John Tyner
19. Letter from John Bailey, Director, Smart Growth Alliance
20. Stephen Wade, Program Associate, Washington Regional Network for Livable  
Communities
21. Andrea Arnold, Solutions Not Sprawl
22. E-mail from Aleta Payne
23. Benjamin R. Jacobs, Managing Partner, The JBG Companies
24. Letter from Larry Giammo to Chairman Robert Smith, WMATA
25. E-mail from Lori Merrill
26. E-mail from David Nolan to The JBG Companies

27. E-mail from David Nolan to John Tyner, Land Use Committee Chair, Rockville Gazette, John Hall, JGB Companies
28. E-mail from Stan Klein
29. E-mail from Cheryl Court, Washington Regional Network for Livable Communities and Steven Schwartz, Coalition for Smarter Growth
30. E-mail from Katherine and John Driscoll
31. Letter from ReMAX Realty Group
32. Letter from Dick Berlage, Chairman, MNCPPC

Re: To:

☐ Council

☐ City Clerk

☐ City Manager

☐ City Attorney

☐ Council Support Specialist

☐ Other \_\_\_\_\_

Exhibit # 1

The Hyde Company Realtors  
20157 Darlington Drive  
Gaithersburg, Maryland 20888

Subject: POPOCC4-00009

Public Hearing Date: 1/16/05

December 9, 2004

Mayor and Council  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

Re: Twinbrook Commons

Dear Mayor and Council:

I am writing to express my support for Twinbrook Commons (TC), the development project at the Twinbrook Metro Station proposed by Twinbrook Commons, L.L.C., an affiliate of the JBG Companies and WMATA. I am excited that the proposal involves the annexation of the eastern portion of the project area into the City of Rockville. TC is a well designed, mixed uses transit oriented development that any city would be proud of.

This project has been long in the making, beginning with the 2000 Charette that focused on the potential redevelopment of the Twinbrook Metro Station. I am excited that the efforts over the past four years are coming together and that the project is now in the approval stage.

TC achieves many important goals which are good not only for Rockville but for the region.. First and foremost, it transforms Twinbrook into a real place, that people can identify with, instead of just a sea of parking at a metro stop. The development will also integrate the disparate uses that surround the Metro Station site and help tie these areas together. The Twinbrook citizens living in the area will not need to get into their cars to get basic daily goods and services. More importantly, their commute to the Metro Station will now be down interesting sidewalks and along well designed buildings, and not across a barren parking lot.

The residential uses immediately at the Metro Station will provide much needed housing and increase the housing opportunities in the area. Unlike any other recent residential development in the Rockville area, this project has the distinction of being literally right on top of the Metro Station. The people that choose to live at TC will do so for this very reason and will help ease the areas transportation problems by relying heavily on metro. While we understand that traffic generation is always an issue, the location of needed housing and offices immediately adjacent to a metro station is the only logical solution, since the houses and offices need to be constructed somewhere. The inclusion of 15 percent MPDUs in the TC project is also a great benefit and will provide needed housing to many Rockville residents. We applaud the applicant for designating a portion of the MPDUs to Rockville's senior residents.

JBG has reached out to the community and has been responsive to the issues and concerns that have been raised. The result is the project that is before you today. I am very excited about the development and urge your support and approval of it.

Sincerely,

  
Richard C. Hyde, President

(114)

Routed To:

☐ Council

☐ City Clerk

☐ City Manager

☐ City Attorney

☐ Council Support Specialist

☐ Other \_\_\_\_\_

December 9, 2004

Exhibit # 2

Subject: POP2004-00009

Public Hearing Date: 1/10/05

Mayor and Council  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

RE: Twinbrook Commons

Dear Mayor and Council:

I am writing to express my support for Twinbrook Commons, the joint development project at the Twinbrook metro station proposed by Twinbrook Commons, L.L.C., an affiliate of the JBG Companies and WMATA. I am also excited that the proposal involves the annexation of the eastern portion of the project area into the City of Rockville. Twinbrook Commons is a well designed, mixed uses transit oriented development that any jurisdiction would be proud to have.

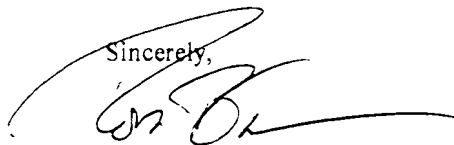
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Twinbrook Commons achieves many important goals which are good not only for Rockville, but for the region as a whole. First and foremost, it transforms Twinbrook into a real place that people can identify with instead of just a sea of parking at a metro stop. The development will also integrate the disparate uses that surround the metro station site and help tie these areas together. The Twinbrook citizens who live in the area will not need to get into their cars to get basic daily goods and services. Even more importantly, their commute to the metro station will now be down interesting sidewalks and along well designed buildings and not across a barren parking lot.

The residential uses immediately at the metro station will provide much needed housing and increase the housing opportunities in the area. Unlike any other recent residential development in the Rockville area, this project has the distinction of being literally right on top of the metro station. The people that choose to live at Twinbrook Commons will do so for this very reason and will help ease the areas transportation problems by relying heavily on metro. While we understand that traffic generation is always an issue, the location of needed housing and offices immediately adjacent to the metro station is the only logical solution, since the houses and offices need to be constructed somewhere. The inclusion of 15% MPDUs in the project is also a great benefit and will provide needed housing to many Rockville residents. We applaud the applicant for designating a portion of the MPDUs to Rockville's senior residents.

JBG has certainly reached out the community and has been responsive to the issues and concerns that have been raised. The result is the project that is before you today. I am very excited about the development and urge your support and approval of it.

Sincerely,



/ Rob Bacon  
104 King Farm Blvd.  
#C107  
Rockville, MD 20850

jet

xc: file

Routed To:

☒ Council  
☐ City Clerk  
☒ City Manager

☒ City Attorney  
☐ Council Support Specialist  
☒ Other Babs  
Scott P

December 9, 2004

Exhibit # 3

Subject: POP2004 00009

Public Hearing Date: 1/10/05

Mayor and Council  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

RE: Twinbrook Commons

Dear Mayor and Council:

I am writing to express my support for Twinbrook Commons, the joint development project at the Twinbrook metro station proposed by Twinbrook Commons, L.L.C., an affiliate of the JBG Companies and WMATA. I am also excited that the proposal involves the annexation of the eastern portion of the project area into the City of Rockville. Twinbrook Commons is a well designed, mixed uses transit oriented development that any jurisdiction would be proud to have.

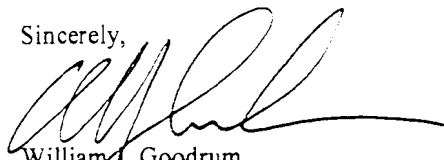
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JBG has certainly reached out the community and has been responsive to the issues and concerns that have been raised. The result is the project that is before you today. I am very excited about the development and urge your support and approval of it.

Sincerely,



William J. Goodrum  
24 Courthouse Square  
#111  
Rockville, MD 20850

jet

xc: file

# SIGNS BY DESIGN

~~Routed To:~~

☒ Council      ☐ City Attorney  
☐ City Clerk      ☐ Council Support Specialist  
☒ City Manager      ☒ Other Bob S. Siler  
C. Tucker      Scott Parker

December 9, 2004

Mayor and Council  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

Exhibit # 4

Subject: POP2004-00009

Re: Twinbrook Commons

Public Hearing Date: 1/16/05

Dear Mayor and Council:

We are writing to express our support for Twinbrook Commons, the joint development project at the Twinbrook Metro Station proposed by Twinbrook Commons, L.L.C., an affiliate of the JBG Companies and WMATA. We are also excited that the proposal involves the annexation of the eastern portion of the project area into the City of Rockville. Twinbrook Commons is a well designed, mixed uses transit oriented development that any jurisdiction would be proud to have.

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(117)

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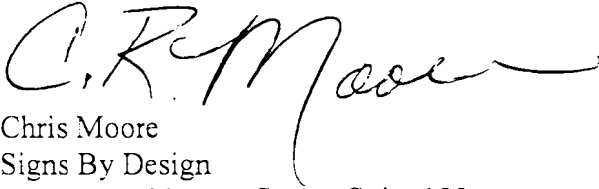
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project is also a great benefit and will provide needed housing to many Rockville residents. We applaud the applicant for designating a portion of the MPDUs to Rockville's senior residents.

JBG has certainly reached out to the community and has been responsive to the issues and concerns that have been raised. The result is the project that is before you today. We are very excited about the development and urge your support and approval of it.

Sincerely,

A handwritten signature in black ink, appearing to read "C. R. Moore", with a long horizontal flourish extending to the right.

Chris Moore  
Signs By Design  
110 N. Washington Street, Suite 120  
Rockville, MD 20874  
(301) 279-6706

December 10, 2004  
Mayor and Council  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

ted To:

☒ Council

☐ City Clerk

☒ City Manager

☒ CTP

☐ City Attorney

☐ Council Support Specialist

☒ Other *Bob S. Scott P.*

**Exhibit #** 5

**Subject:** TPA2004 00009

**Public Hearing Date:** 1/10/05

Re: Twinbrook Commons

Dear Mayor and Council:

We are writing to express our support for Twinbrook Commons, the joint development project at the Twinbrook Metro Station proposed by Twinbrook Commons, L.L.C., an affiliate of the JBG Companies and WMATA. We are also excited that the proposal involves the annexation of the eastern portion of the project area into the City of Rockville. Twinbrook Commons is a well designed, mixed uses transit oriented development that any jurisdiction would be proud to have.

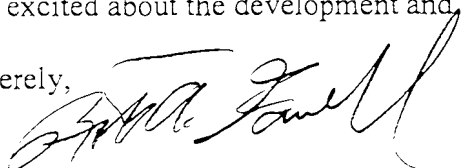
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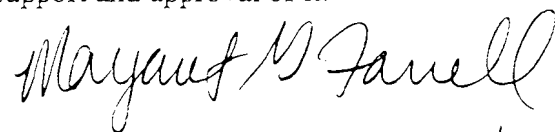
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Sincerely,



Robert A. Farrell



Margaret G. Farrell





Routed To:

☒ Council  
☐ City Clerk  
☒ City Manager  
☒ CTP

☒ City Attorney  
☐ Council Support Specialist  
☒ Other Bob Scott P.

December 9, 2004

Mayor and Council  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

Exhibit # 6

Subject: DDP0004-000009

Public Hearing Date: 1/10/05

Re: Twinbrook Commons

Dear Mayor and Council:

We are writing to express our support for Twinbrook Commons, the joint development project at the Twinbrook Metro Station proposed by Twinbrook Commons, L.L.C., an affiliate of the JBG Companies and WMATA. We are also excited that the proposal involves the annexation of the eastern portion of the project area into the City of Rockville. Twinbrook Commons is a well designed, mixed uses transit oriented development that any jurisdiction would be proud to have.

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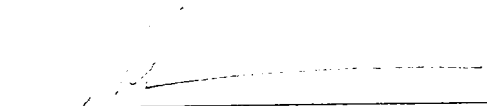
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Sincerely,

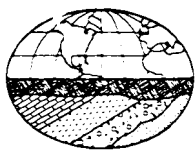
SMISLOVA, KEHNEMUI & ASSOCIATES, P.A.



---

Azer Kehnemui, D.Sc., P.E.  
Principal

AK:ps



# GeoConcepts Engineering, Inc.

☒ Council  
☐ Clerk  
☒ Manager  
☒ CRP

☒ City Attorney  
☐ Council Support Specialist  
☒ Other B. S. Salding  
S. Parker

19955 Highland Vista Dr., Suite 170, Ashburn, Virginia 20147 (703) 726-8030 \* Fax (703) 726-8032

December 14, 2004

Exhibit # 7

Mayor and Council  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

Subject: PDF2004-00009

Public Hearing Date: 1/10/05

Subject: *Twinbrook Commons, Rockville, Maryland*

Dear Mayor and Council:

We are writing to express our support for Twinbrook Commons, the joint development project at the Twinbrook Metro Station proposed by Twinbrook Commons, L.L.C., an affiliate of the JBG Companies and WMATA. We are also excited that the proposal involves the annexation of the eastern portion of the project area into the City of Rockville. Twinbrook Commons is a well designed, mixed use transit oriented development that any jurisdiction would be proud to have.

The project certainly has been long in the making, starting with the 2000 Charette that focused on the potential redevelopment of the Twinbrook metro station. We are excited that the various efforts over the course of the last four years are finally coming together and that the project is now in the approval stage.

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project is also a great benefit and will provide needed housing to many Rockville residents. We applaud the applicant for designating a portion of the MPDUs to Rockville's senior residents.

I was born and raised in Maryland, and spent a lot of time in Rockville as a teenager, living there after college at the University of Maryland, and visiting frequently to see my in-laws. I plan to continue visiting Rockville for many years to come, and look forward to personally enjoying the amenities that Twinbrook Commons will provide. We are very excited about the development and urge your support and approval of it.

Sincerely,

GEOCONCEPTS ENGINEERING, INC.



Paul E. Burkart, P.E.  
Principal

123

# Arndt & Arndt

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Office in Germany:

Wächtersbacherstr. 90

D-60386 Frankfurt.M

TEL: (069) 412817

FAX: (069) 413031

e-mail: info@amdt-amdt.de

## Mailing Address

P. O. Box 4507  
Rockville, MD 20849-4507

15 December 2004

Mayor and Council  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

Re: Twinbrook Commons

### Routed To:

☒ Council

☐ City Clerk

☒ City Manager

☒ CFP

☒ City Attorney

☐ Council Support Specialist

☒ Other

B. Spalding  
S. Parker

Exhibit # 8

Subject: Twinbrook Commons

Public Hearing Date: 1/15/05

Dear Mayor and Council:

This is a letter in support of the Twinbrook Commons project to be located at the Twinbrook Metro Station. This joint development project by Twinbrook Commons, LLC., an affiliate of the JBG Companies, and WMATA is a well-designed, mixed-use development that best takes advantage of the Metro rail stop close by. I also support the annexation of the eastern portion of the project area into the City of Rockville.

The project would transform Twinbrook, an area that I know from my childhood (I attended Twinbrook Elementary School from 1957 to 1964). Long in decline, this new project would bring a vibrant new energy and excitement to Twinbrook.

JBG has reached out to the community and has been responsive to the issues and concerns that have been raised. While traffic is a concern, this project makes the most sensible use of the location, allowing people to walk to shops and offices, and to the Metro stop.

I hope that you will act favorably and grant your approval to this important addition to Rockville.

Sincerely,

ARNDT & ARNDT



Christopher P. Arndt  
President

# F.B. HARDING, INC.

## ELECTRICAL CONTRACTORS

F.B. Harding, Sr.  
(1909-2000)

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G. Scott Harding  
President

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F.B. Harding, Jr.  
Past President

**Routed To:**

☒ Council

☐ City Clerk

☒ City Manager

☒ City Attorney

☐ Council Support Specialist

☒ Other Bob S

Scott P.

December 3, 2004

Mayor and Council  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

Exhibit # 9

Subject: POP 2004-00009

Public Hearing Date: 1/10/05

Re: Twinbrook Commons

Dear Mayor and Council:

I am a Rockville business owner writing to express my support for Twinbrook Commons, the joint development project at the Twinbrook Metro Station proposed by Twinbrook Commons, L.L.C., an affiliate of the JBG Companies and WMATA. Twinbrook Commons is a well designed, mixed uses transit oriented development that any jurisdiction would be proud to have.

Twinbrook Commons achieves many important goals which are good not only for Rockville but for the region as a whole. First and foremost, it transforms Twinbrook into a real place that people can identify with, instead of just a sea of parking at a metro stop. The development will also integrate the disparate uses that surround the metro station site and help tie these areas together. The Twinbrook citizens who live in the area will not need to get into their cars to get basic daily goods and services. Even more importantly, their commute to the metro station will now be down interesting sidewalks and along well designed buildings, and not across a barren parking lot.

JBG has certainly reached out to the community and I am very excited about the development and urge your support and approval of it.

Very truly yours,  
F.B. HARDING, INC.

G. Scott Harding  
President

GSH:201



"EXPERTO CREDO"

IEC



Trust one who has had experience  
Member Independent Electrical Contractors Association

Larry Giammo/RKV  
01/01/2005 04:50 PM

To appayne717@aol.com  
cc mayorcouncil@rockvillemd.gov  
bcc  
Subject Re: twinbrook commons

Aleta,

Thanks for your input. I know many others in your neighborhood have also expressed enthusiasm for the proposed redevelopment project at the Twinbrook Metro station.

I'm planning to attend the Twinbrook Citizens Association meeting on Monday night where I understand the project will be discussed further.

Take care and have a happy new year,

Larry

-----  
Larry Giammo  
Mayor  
City of Rockville  
111 Maryland Avenue  
Rockville, MD 20850-2364

240-314-8290 (office)  
240-314-8289 (fax)  
lgiammo@rockvillemd.gov (email)  
www.rockvillemd.gov (website)

appayne717@aol.com



appayne717@aol.com  
12/31/2004 09:53 PM

To mayorcouncil@rockvillemd.gov  
cc  
Subject twinbrook commons

Exhibit # 10  
Subject: PD2004-00009  
Public Hearing Date: 1/10/05

I live at 1953 Lewis Ave., within walking distance of the proposed Twinbrook Commons project. I wanted to say that I think this project is a wonderful idea. I think it will add to the value of our homes and add aesthetically to the neighborhood. In addition, since I was in a bad accident last year, and can't drive much, I would love to have some closer shopping and a nice area to walk around in, which I am sure would be a benefit to others as well.  
Aleta Payne



Brenda Bean/RKV

01/05/2005 08:21 AM

To appayne717@aol.com

cc mayorcouncil@rockvillemd.gov, Art Chambers/RKV,  
Bob Spalding, Scott Parker,

bcc

Subject Re: Twinbrook Commons/TCA meeting Jan. 3, 2004

Thanks very much for your email concerning the proposed development at the Twinbrook Metro Station site. The Mayor and Council have seen your comments which will be placed in the file and considered as part of the official record in this matter. The Public Hearing, which is scheduled for Monday, January 10th at 7:00 pm, will be televised on TRC 11 (The Rockville Channel) and will be replayed at various times throughout the month. For a complete schedule of the programming, please visit our website at [www.rockvillemd.gov](http://www.rockvillemd.gov).

Thanks again for taking the time to share your thoughts with us on this project. Thoughtful comments, such as yours, are of great value in the decision-making process. If you have any questions, please do not hesitate to contact us, or if you would like to submit additional comments while the record remains open, please feel free to do so.

Exhibit # 11

Subject: POP2004-00009

Public Hearing Date: 1/10/05

Brenda F. Bean  
Deputy City Clerk  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850  
240-314-8281  
email: [bbean@rockvillemd.gov](mailto:bbean@rockvillemd.gov)  
fax: 240-314-8289

appayne717@aol.com



appayne717@aol.com

01/04/2005 09:12 PM

To mayorcouncil@rockvillemd.gov

cc

Subject Twinbrook Commons/TCA meeting Jan. 3, 2004

I was pleased to see the Mayor and Council at the meeting last night, and to get a chance to shake the Mayor's hand.

I can't make the meeting on Monday, so I wanted to share a few more thoughts on some of the issues that came up last night.

Personally, I don't care about the height of the buildings. If you drive around Rockville, you find a considerable mix of heights. Since the tallest buildings would be on Chapman, I would barely be able to see them from my back yard. And everything on that side is commercial. No homes. So, I guess I don't understand that complaint.

I did not know that it was all going to be rental. I have mixed feelings about that. On the one hand, it is not something we can get away from. I have lived in my house for ten years, and there are a number of rental properties around me. Some of the tenants are great, some are horrible. Your code department has cited a few of them recently. (thank you for that). I honestly feel that a management company, such as JGB, is going to be much stricter than the landlords in my neighborhood, so I have less concern about renters in a



high rise than I do about renters in the house around me. On the other hand, I definitely see the benefit of ownership in condos versus renters, as the owners would feel a higher level of vested interest.

Because of my accident last year, I cannot drive much, so having the new retail space so close is a big deal to me. I did think some of the objections to who would control the retail renters was kind of dumb, as that issue is not really germane. For the people that are going to live there, obviously fast food places are going to be important to them. It would be nice to see some high end retail shops there, but, again, we have to look at what the renters would want, and who wants to rent retail space there.

I am 1000 percent in favor of this project, annex and all. I think it benefits the city, the neighborhood, the county, and the state. The amenities that JBG are offering our neighborhood are awesome. (if they could only get rid of that eyesore on Halpine, it would be even better....) The impact fees will help the city. The yearly revenue will help the city. I see the whole project as a win-win situation.

Now, I am a little different than your average house owner. I am single. I have no children. I don't use the schools. I go to the pools a few times a year, but otherwise, I don't use much of the community services that are on tap for the typical family. Heck, I hardly even use the roads.

But, I am a long time homeowner in Twinbrook, and due to inflation and my best efforts, my property taxes doubled this year. So, I want the best for my tax dollars and my community.

Having said all this, I want to add this: I have worked in the construction and development industry most of my life. I know a little about what is involved in a project of this size, and the dollars and cents from the developer's viewpoint. I believe we need to be realistic here. If we push JBG too much, expect too much, want too much, they are going to walk away from this annex, and I believe we will lose a lot if that happens.

So, this is my two cents, for what's it worth.

Good luck Monday. I will tune in, if it is televised. Otherwise, could someone let me know how things turn out?

Aleta Payne

P.S. my wish list is that JBG, or someone, would put up a sound and coal dust barrier on Lewis Ave. to protect us from the environmental, structural, and noise problems from the freight trains. Do you think you could throw that into the mix? This is not a frivolous question. I have stress cracks in my house two and three foot long, coal dust on everything I own, and the noise is incredible. I fail to understand how this state can spend millions of dollars putting up sound barriers on major highways against traffic noise, when no one will even consider this street, and that the level of noise and pollution from the trains is a 100 times worse than the cars on any highway in this country. I know, the trains were here before us, but, so were the highways before the other houses that got protection. I spent some time last year talking to the Railroad Administration about the problem and the guy I talked to said the problem had to be handled from the city, county or state level. Even though Montgomery County has the most comprehensive noise ordinance in the country, the trains are exempt. (not that the ordinance means much. ask anyone who has complained about Hooters).

Just food for thought, just in case anyone is interested and has some free time to explore any solutions to our beleaguered street.

## Routed To:

☒ Council  
☐ City Clerk  
☒ City Manager

☒ City Attorney  
☐ Council Support Specialist  
☒ Other Bob S. Act C Scott P

January 4, 2005

The Honorable Larry Giammo,  
Mayor, City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

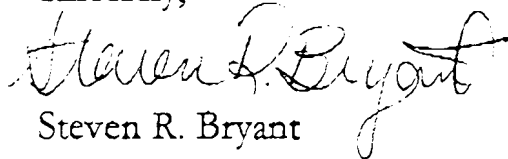
Exhibit # 12Subject: PDP2004-00009Public Hearing Date: 1/10/04

Mayor Giammo,

My wife and I attended the January 3<sup>rd</sup> TCA sponsored meeting on the proposed Twinbrook Commons development. My thanks to you and to the several city council members for attending, listening and offering insight to address our neighborhood concerns.

I am in support of the Twinbrook Commons development plan as JGB currently proposes. Please continue to press WMATA for the sale of the property to the developer so that more owner-occupied condominiums will be included in Twinbrook Commons.

Sincerely,

  
Steven R. Bryant

## FACSIMILE TRANSMITTAL SHEET

TO:	FROM:
The Honorable Larry Giammo	Steven Bryant
COMPANY:	DATE:
Mayor, City of Rockville	1/7/2005
FAX NUMBER:	TOTAL NO. OF PAGES INCLUDING COVER
240-314-8659	2
PHONE NUMBER:	ADDRESS:
240-314-5000	12802 Atlantic Avenue
RE:	CITY:
Twinbrook Commons	Rockville, Md. 20851

☐ URGENT    ☐ FOR REVIEW    ☐ PLEASE COMMENT    ☐ PLEASE REPLY    ☐ PLEASE RECYCLE

NOTES/COMMENTS:

Routed To:

☒ Council☐ City Clerk☒ City Manager☒ City Attorney☐ Council Support Specialist☒ Other Boh S. Artz Scott P

January 4, 2005

The Honorable Larry Giammo,  
Mayor, City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

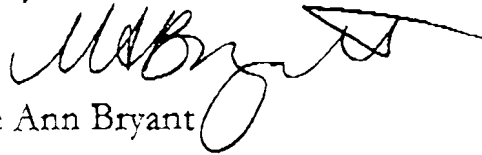
Exhibit # 13Subject: PPR004-00009Public Hearing Date: 1/10/04

Mayor Giammo,

My husband and I attended the January 3<sup>rd</sup> TCA sponsored meeting on the proposed Twinbrook Commons development. My thanks to you and to the several city council members for attending, listening and offering insight to address our neighborhood concerns.

I am in support of the Twinbrook Commons development plan as JGB currently proposes. Please continue to press WMATA for the sale of the property to the developer so that more owner-occupied condominiums will be included in Twinbrook Commons.

Sincerely,



Mikele Ann Bryant

## FACSIMILE TRANSMITTAL SHEET

TO:	FROM:
The Honorable Larry Giammo	Mikele Ann Bryant
COMPANY:	DATE:
Mayor, City of Rockville	1/7/2005
FAX NUMBER:	TOTAL NO. OF PAGES INCLUDING COVER:
240-314-8659	2
PHONE NUMBER:	ADDRESS:
240-314-5000	12802 Atlantic Avenue
RE:	CITY:
Twinbrook Commons	Rockville, Md. 20851

☐ URGENT    ☐ FOR REVIEW    ☐ PLEASE COMMENT    ☐ PLEASE REPLY    ☐ PLEASE RECYCLE

NOTES/COMMENTS:

Robert J. Smith  
WMATA Chairman  
600 5<sup>th</sup> St. NW  
Washington, DC. 20001

EXHIBIT # January 4, 2005 13  
Subject: PAP2004-00009  
Public Hearing Date: 1/10/05

Dear Mr. Smith,

This letter is to request that WMATA consider the sale of land near the Twinbrook Metro station to the developers of the project. While a long-term lease may seem like a winner for WMATA, a lump sum acquired by the sale of this property would immediately be an asset to your organization. Property values have never been so high, and are unlikely to stay rising. The sale of this property would positively impact our 60-year-old neighborhood, and all WMATA customers with an immediate income to fund new and under funded Metro projects.

Without the sale, all the 1000+ units planned will be rental apartments only. Rental properties will do little or nothing for the stability of the adjacent Twinbrook neighborhood and may negatively impact the community and values of the existing homes. Owner-occupied condos/residences are much preferred by the current residents and were included in the original master plan presented by JBG to the Rockville City Council.

It is my understanding that Mayor Larry Giammo, the Rockville city council and the JBG companies have all encouraged WMATA to allow for this property to be sold. As a homeowner in Twinbrook for over 6 years and a Metro user, I support the sale.

Please consider this request to reevaluate the lease agreement and place consideration into making our neighborhood a stable and viable owner-occupied community.

Sincerely,

*Mikele Ann Bryant*

*MA Bryant*

CC: ✓ The Honorable Larry Giammo,  
Mayor, City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

The Honorable Robert L. Ehrlich, Jr.  
State House  
Annapolis, Maryland 21401-1925

Rod Lawrence, JBG Companies  
4455 Willard Avenue  
Chevy Chase, Maryland 20815

Routed To:

✓ Council  
[ ] City Clerk  
[ ] City Manager

✓ City Attorney  
[ ] Council Support Specialist

✓ Other: S. Parker  
S. Spalding

(133)

January 4, 2005

Exhibit # 14

Robert J. Smith  
WMATA Chairman  
600 5<sup>th</sup> St. NW  
Washington, DC. 20001

Subject: POP2004-00009

Public Hearing Date: 1/10/05

Dear Mr. Smith,

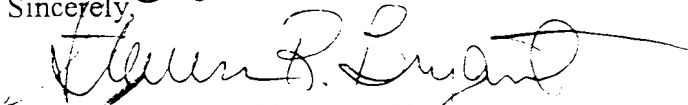
This letter is to request that WMATA consider the sale of land near the Twinbrook Metro station to the developers of the project. While a long-term lease may seem like a winner for WMATA, a lump sum acquired by the sale of this property would immediately be an asset to your organization. Property values have never been so high, and are unlikely to stay rising. The sale of this property would positively impact our 60-year-old neighborhood, and all WMATA customers with an immediate income to fund new and under funded Metro projects.

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It is my understanding that Mayor Larry Giammo, the Rockville city council and the JBG companies have all encouraged WMATA to allow for this property to be sold. As a homeowner in Twinbrook for over 6 years and a Metro user, I support the sale.

Please consider this request to reevaluate the lease agreement and place consideration into making our neighborhood a stable and viable owner-occupied community.

Sincerely, STEVEN R. BRYANT



CC: ☒ The Honorable Larry Giammo,  
Mayor, City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

The Honorable Robert L. Ehrlich, Jr.  
State House  
Annapolis, Maryland 21401-1925

Rod Lawrence, JBG Companies  
4455 Willard Avenue  
Chevy Chase, Maryland 20815

Routed To:

☒ Council  
☐ City Clerk  
☒ City Manager

☒ City Attorney  
☐ Council Support Specialist  
☒ Other S. Parker

B. Salding

(134)



Brenda Bean/RKV  
01/10/2005 03:45 PM

To "John Shields" <jshields@dcbuildingtrades.com>  
cc  
bcc  
Subject Re: City Council Meeting - Comments Twinbrook Commons

Dear Mr. Shields,

Thanks very much for your email and attached letter concerning the proposed development at the Twinbrook Metro Station site. Your comments, which have been seen by the Mayor and Council, will be placed in the file and considered as part of the official record in this matter. The Public Hearing is scheduled for this evening at 7:00 pm, and the record will remain open for a period of at least two weeks before any further action on these applications.

Thanks again for taking the time to share your thoughts with us on this project. If you have any questions, please do not hesitate to contact us, or if you would like to submit additional comments while the record remains open, please feel free to do so.

Exhibit # 15

Brenda F. Bean  
Deputy City Clerk  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850  
240-314-8281  
email: bbean@rockvillemd.gov  
fax: 240-314-8289

Subject: POP2004-00009

Public Hearing Date: 1/10/25

"John Shields" <jshields@dcbuildingtrades.com>



"John Shields"  
<jshields@dcbuildingtrade  
s.com>  
01/10/2005 03:13 PM

To <mayorcouncil@rockvillemd.gov>  
cc  
Subject City Council Meeting - Comments Twinbrook Commons

Attached please find comments concerning Twinbrook Commons. These comments are meant to be transmitted for the entire Council.

Thank You,



011005 letter.doc

(135)



# **The Washington DC**

## **Building and Construction Trades Council** AFL/CIO

5829 Allentown Road Camp Springs, MD 20746 (301) 899-8134 Fax (301) 899-8187

January 10, 2005

Mayor Larry Giammo  
111 Maryland Avenue  
Rockville, MD 20850

Subject: Twinbrook Commons

Mayor Giammo,

The Washington DC Building and Construction Trades Council has been observing with great interest progress as relates to the proposed Twinbrook Commons Project. The process has been one that has been very receptive to the concerns of the community.

Our concern relates directly to actual construction and those persons that have chosen a career in construction that are a part of your community. These tradespersons would like the opportunity to participate in the construction of this project. This will not be possible unless there are some provisions that will assure wages on this project comparable to those earned by city residents in the construction trades.

Provisions exist to guarantee fair wages on projects built on Washington Metropolitan Area Transit Authority sites. We would urge the City Council to extent the same guarantees to Rockville City residents on the proposed Twinbrook Commons project.

Sincerely,

John R. Shields, Jr.  
Business Representative

Cc: City Council Members

Exhibit # 16

Subject: MAMA, PDPA, TX13, ADX136

Public Hearing Date: 1/10/05

Rockville Chamber  
of Commerce

Submitted by *Casey  
Aiken*

January 10, 2005

Mayor and Council  
City of Rockville  
111 Maryland Avenue  
Rockville, MD 20850

Re: Twinbrook Commons

I am speaking on behalf of the Rockville Chamber of Commerce in support of the Joint Venture project being proposed by Twinbrook Commons, L.L.C., an affiliate of the JBG Companies ("JBG") and the Washington Metropolitan Area Transit Authority ("WMATA") for Twinbrook Commons, at the Twinbrook Metro Station. This proposal which involves the annexation of the eastern portion of the project area into the City of Rockville, meets the highest definition of a public private partnership. As witnessed by the successful public private partnership developing Rockville City Center, the City of Rockville should immediately join with JBG and WMATA in its support of this project.

- Proposed development project under discussion to be annexed includes retail and housing development
- It is already an award-winning transit station oriented development
- Helps to establish Twinbrook as a cohesive, self-sustaining community, with live, work and play options all within walking distance of one another and existing residents
- The development will create an additional destination location for visitors to Rockville while providing further opportunities for Rockville businesses to support the community
- In accordance with the principles of the Twinbrook Charette, the Twinbrook Commons master plan fully integrates the proposed mixed-use development into the surrounding retail corridor, office/service district, and adjacent residential neighborhoods
- JBG has certainly reached out to the community and has been responsive to the issues and concerns that have been raised.
- Applicants have already gained approval from the County Council for this development
- JBG has submitted plans that include traffic mitigation plans and alternative transportation
- We agree that the ultimate owner occupied and rental unit would be a different mix but we also feel that 100% rental is not of detriment to this project
- Environmentally progressive development including green roofs or all buildings with flat roof

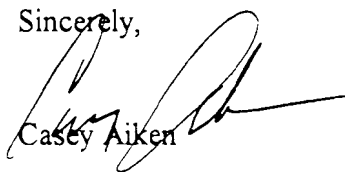
As proposed, Twinbrook Commons will satisfy the true concept of "Smart Growth." Surrounding the Twinbrook Metro station, Twinbrook Commons with its proposed mix of residential, retail and offices uses, not only is an award winning concept, but also satisfies the growing demands of the citizens of the City of Rockville, and Montgomery County, Maryland.

This project is innovative, environmentally friendly and so well conceived and designed that the development team has earned a prestigious Charter Award from the Congress for the New Urbanism (CNU), a "nonprofit organization aimed at stopping sprawl and re-establishing compact, walkable and environmentally sustainable neighborhoods, cities, and towns," and removing "barriers to building places that create lasting value and treasured community assets."

The project certainly has been long in the making, starting with the 2000 Charette that focused on the potential redevelopment of the Twinbrook metro station. In accordance with the principles of the Twinbrook Charette, the Twinbrook Commons master plan fully integrates the proposed mixed-use development into the surrounding retail corridor, office/service district, and adjacent residential neighborhoods, serving to unify the entire area with a distinctive identity and sense of place for designating a portion of the MPDUs to Rockville's senior residents.

JBG has certainly reached out to the community and has been responsive to the issues and concerns that have been raised. The result is the project that is before you today. I am very excited about the development and urge your support and approval of it.

Sincerely,



Casey Aiken

Exhibit # 17  
MAP90  
Subject: PDP, 1x1213, Annex 13

Message to the City of Rockville Mayor and Council  
To be submitted January 10, 2005  
Public Hearing Date: 1/10/05

We, the undersigned, are residents of the Twinbrook neighborhood who support the concept of a mixed-use Twinbrook Commons project as part of the City of Rockville.

Nevertheless, we have reservations about the draft Preliminary Development Plan (PDP), particularly the proposed 32 percent increase in overall residential density and rising building heights that would be double that of the tallest commercial buildings in the immediate area. Increased density will have negative impacts on our neighborhood's quality of life. Keeping the project to manageable proportions will make efforts to mitigate the impacts, including dealing with increased traffic congestion and school enrollments, more likely to succeed.

We request the Mayor and Council to defer approval of the PDP until the following issues have been addressed:

1. The PDP should cap overall density at the 1,288 residential units proposed by JBG until last summer and assumed in the County rezoning and site plan review as recently as last month.
2. The PDP should limit building heights to 110 feet (11-12 stories), as called for in the City's RPC zoning classification, with limits stepping down to 85 feet, 75 feet, and 45 feet as the project approaches the adjacent single-family residential neighborhood.
3. The PDP should ensure that the Cambridge Walk condominiums are protected with a linear park and fence, and by limiting adjacent building heights to four stories.
4. The PDP should increase total open space to the 35 percent that would be mandated were the project to remain in county jurisdiction.
5. In accordance with City policy, 15 percent of residences should be reserved as moderately priced dwelling units (MPDUs), including a set-aside for seniors.
6. Review all the conditions of county rezoning and Phase I site plan review to ensure that no provisions advantageous to the community are lost at annexation.
7. Implement the strongest possible traffic mitigation plan, including a permanent, non-removable auto barrier between Lewis Avenue and the development site.
8. Press JBG and the Washington Metropolitan Area Transit Authority (WMATA) to find a way to comply with City policies favoring owner-occupied residences.
9. Encourage JBG to recruit local retail merchants as well as chain stores and restaurants.
10. Explore ways to ensure that our local school and roads benefit from the impact fees that will be paid by the developer.

22

## Message to the City of Rockville Mayor and Council

To be submitted January 10, 2005

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10. Explore ways to ensure that our local school and roads benefit from the impact fees that will be paid by the developer.

140

Signatures for Message to City of Rockville Mayor and Council

I endorse the above message, with the exception of the numbered items listed below.

Name	Address	Not Items
<u>David Nolan</u> David Nolan	5905 Holland Rd. Rockville, MD 20851	—
<u>Bonnie EASTUDIL</u> Bonnie EASTUDIL	5900 HOLLAND RD Rockville, MD 20851	—
<u>John Meehan</u> JOHN MEEHAN	ROCKVILLE, MD 20851 5903 HOLLAND RD	—
<u>Joseph Meehan</u> Konstantine Reins Weld	5903 HOLLAND RD ROCKVILLE, MD 20851	—
<u>Kathleen Wilk</u>	12700 Ardennes Ave Rockville, MD 20851	—
<u>John J. Gelbrin</u>	5907 Holland Rd. Rockville, MD 20851	—
<u>John L. Gelbrin</u>	5907 Holland Rd. Rockville, MD 20851	—
<u>Latinka Georgieva</u>	Rockville, MD 20851 5906 Holland Rd	—
<u>Valeri Georgieva</u>	Rockville, MD 20851 5906 Holland Rd	—
<u>Daniel C Stzel</u> Dan C Stzel	12700 Ardennes Ave Rockville, MD 20851	—
<u>MILTON HOLM</u>	2020 ROCKLAND AVE ROCKVILLE, MD 20851	—
<u>Mariana M. Nolan</u> MARIANA NOLAN	5905 HOLLAND Rd. ROCKVILLE, MD 20851	—
<u>PSHA ACHARYA</u>	5903, HOLLAND ROAD, ROCKVILLE, MD 20851	—
<u>Ernest Jackman</u> ERNEST JACKMAN	5915 HOLLAND RD ROCKVILLE, MD 20851	—
<u>Marilyn Jackman</u> Marilyn Jackman	5915 Holland Rd, Rockville, Md. 20851	—

Signatures for Message to City of Rockville Mayor and Council

I endorse the above message, with the exception of the numbered items listed below.

Name	Address	Not Items
Maryann B Miller	12805 Ardennes Ave	—
Clayton E Miller	12805 Ardennes Ave	—
Julia Miller	12805 Ardennes Ave Rockville	—
James B Drake	15904 Ardennes Ave	—
Karen Ann Etzel	5303 Ardennes Ave	—
Patty Timm	5802 Ridgeway Ave	—
Joseph D. Timm	5802 Ridgeway Ave	—
Ken Leavelle	5903 Halpine Rd	—
Jessica Cope	13302 Ardennes Ave	—
Toby Altman	5907 Halpine Rd	—
Kim Mapp	13302 Ardennes Ave	—
Aileen S Reed	5913 Crawford Dr.	—
Clark A Reed	5913 Crawford Dr	—
Elisette Henslin	5927 Lemay Rd	—
James P. Reed	5927 Lemay Rd	—

Signatures for Message to City of Rockville Mayor and Council

I endorse the above message, with the exception of the numbered items listed below.

Name	Address	Not Items
<u>Dannon Sampson</u>	<u>13216 Aleutian Ave.</u> <u>Rockville, MD 20851</u>	<u>—</u>
<u>Kira S. Van Dine</u>	<u>13211 Ardennes Ave</u> <u>Rockville, MD 20851</u>	<u>—</u>
<u>George R. Madole</u>	<u>5913 HOLLAND RD</u> <u>ROCKVILLE, MD 20851</u>	<u>—</u>
<u>Patricia A. Karholin</u>	<u>5913 HOLLAND RD</u> <u>ROCKVILLE, MD 20851</u>	<u>—</u>
<u>Brigitte Mullican</u>	<u>1947 Lewis Ave</u> <u>Rockville, MD 20851</u>	<u>1, 2</u> → <i>based she wanted</i>
<u>Jeanne DeAngelis</u>	<u>1312 Grandin, Rockville 20851</u>	<u>—</u> <i>name taken off it</i>
<u>Juan E. Lopez</u>	<u>13302 ARDENNES AVE, 20851</u>	<u>1, 2</u> <i>M+C PH on 1/10/05</i>
_____	_____	_____
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Signatures for Message to City of Rockville Mayor and Council

I endorse the above message, with the exception of the numbered items listed below.

Name	Address	Not Items
S. Shive	5808 Wainwright Ave.	DNA
John H. Verchot, Jr	Rockville - MD 20851	-
John Verchot, JR	5917 HOLLAND Rd Rockville, Md. 20851	-
<del>B. Verchot</del>	5917 Holland Rd.	-
Rosa L. Verchot	Rockville, Md. 20851	-
Philip Murgine	5964 Holland Rd Rockville, MD 20851	-
Lisa Amalia Murgine	5904 Highland Rd. Rockville MD 20851	-
Maureen Daniels	2003 Hainsboro Rd Rockville, Md 20851	-
Karl Sorrentino	5910 Holland Rd Rockville MD 20851	-
Jennifer Fullerton	5910 Holland Rd Rockville, MD 20851	-

Signatures for Message to City of Rockville Mayor and Council

I endorse the above message, with the exception of the numbered items listed below.

Name	Address	Not Items
Alison Moser	612 Marcia Lane	-
Jerry L LEA	613 Marcia Lane	-
Jon Langsam	6 Marcia CT Rockville	-
Charles Lee	615 Marcia Lane Rockville	-
Ellen Natesan	806 Twinbrook Parkway	-
Bob Miller	612 Marcia Ln.	-

I endorse the above message, with the exception of the numbered items listed below.

[illegible]

Signatures for Message to City of Rockville Mayor and Council

I endorse the above message, with the exception of the numbered items listed below.

Name	Address	Not Items
<u>David A. Hays</u>	<u>5713 Stillwell Rd.</u>	<u>—</u>
<u>Candice Hays</u>	<u>Rockville, MD</u>	<u>—</u>
<u>Candice Hays</u>	<u>5713 Stillwell Rd. 20851</u>	<u>—</u>
<u>Robert Williamson</u>	<u>5705 Stillwell Rd 20851</u>	<u>—</u>
_____	_____	_____
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_____	_____	_____

I endorse the above message, with the exception of the numbered items listed below.


Not items

Federico Toffi 5706 Stillwell rd. —

148

Signatures for Message to City of Rockville Mayor and Council

I endorse the above message, with the exception of the numbered items listed below.

Name	Address	Not Items
	John E. Carvalho 301-770-6372 5711 Stillwell Rd Rockville MD 20851	<u>                    </u>
<u>                    </u>	<u>                    </u>	<u>                    </u>
<u>                    </u>	<u>                    </u>	<u>                    </u>
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I endorse the above message, with the exception of the numbered items listed below.

(ISO)

*Signatures for Message to City of Rockville Mayor and Council*

I endorse the above message, with the exception of the numbered items listed below.

Name: \_\_\_\_\_

Address

## Not Items

Idaho Forest 5703 Stillwell Rockwell Rd -  
20851





Exhibit # 18

Subject: MAP90, PDP9, TXT213 & ANX136

TESTIMONY OF JOHN TYNER – January 10, 2005

Public Hearing Date: 1/10/05

RE: ANX2004-00136, MAP2004-00090, TXT2004-00213, PDP2004-00009

Mr. Mayor and Members of the Council:

I am John Tyner, and I am speaking on my own behalf as a resident of 5911 Halpine Road, a property located about 200 yards from the Twinbrook Commons site.

I am fully in support of tonight's agenda items 12, 13, 14 and 15 as proposed by the Applicants and as unanimously recommended to you by the Rockville Planning Commission after their public hearing on December 15, 2004. After 30 years of representing the City and TCA on Montgomery County citizens advisory groups dealing with land use and traffic issues in North Bethesda, I firmly believe it is time that the subject property is annexed into the City without further ado! The Smart Growth concepts incorporated in the Twinbrook Commons project will keep the City in the forefront of the urbanization that continues to strongly affect the down-County area.

For the Record, I support the October 24, 2004 resolution of the TCA Executive Committee, approved after exhaustive consultations with JBG and Cambridge Walk Condos I and II, and which is part of the Planning Commission's official record.

I, as do many Twinbrook neighbors, remain concerned about possible effects of traffic generation and circulation at the site, and we will continue to work with the City and the Applicant at each site plan review of the various phases of the project. An important factor as the project proceeds is that of County fire and rescue access and of City police beat coverage. This latter issue, when combined with already approved Town Center and proposed Choke Cherry developments, can have significant budget implications for City taxpayers.

Over the past five years, I have been delighted with the ready availability and frankness of JBG professionals during meetings and "walk-arounds" as we discussed and generally resolved those issues of concern to me and my neighbors, especially as to restricting the height of the buildings and to sheltering the Cambridge Walk condos from the Commons project. And as a Cultural Arts Commissioner, I'm delighted with the level of JBG's plans for its cultural and public art involvement and civic activity within the project.

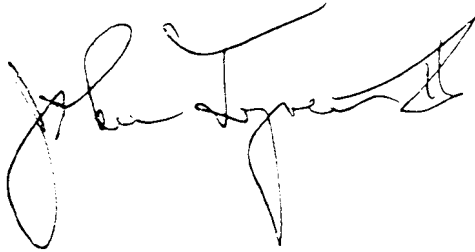
A key issue for Twinbrook and for the City is the current WMATA Board policy of retaining ownership of the land, rather than selling it to the Applicant. I want to congratulate you on your efforts to get the Board to allow at least a 50% ownership within the project area. We will continue to write letters in support of the efforts of both JBG and the City.

You may wish to consider fine-tuning the Twinbrook Commons project as you approve annexation and may be tempted to entertain certain adjustments to the Preliminary Development Plan. I urge you to remember that all proposed projects such as the Twinbrook Commons are driven by market economics, and the much vaunted Market Place will ultimately dictate what actually occurs on site in the five to ten year build-out period.

As past president of the Rockville Chamber of Commerce, I would urge you not to restrict the overall scope of the total project. Please remember that the City and the Applicant can consider making any needed adjustments as we go through site plan approval.

I urge the Mayor and Council of Rockville to approve the annexation request in the interests of the City, of its citizens, and of the Twinbrook neighborhood in particular.

I'll be happy to answer any questions you might have.....

A handwritten signature in black ink, appearing to read "John Tyner". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

# SMART GROWTH ALLIANCE

Exhibit # 19

Subject: M&D 229, TXD/3, A1X13/4

Public Hearing Date: 1/5/05

BEFORE THE CITY OF ROCKVILLE, MARYLAND  
MAYOR AND CITY COUNCIL  
January 10, 2004

Re: Twinbrook Commons

Mayor Giammo and the City Council:

My name is John Bailey and I am the Director of the Smart Growth Alliance. The Alliance is a partnership of environmental, civic, business and development organizations committed to smart growth in the Washington Region. The Alliance partners are the Chesapeake Bay Foundation, the Coalition for Smarter Growth, the Greater Washington Board of Trade, the Metropolitan Washington Builder's Council and the Urban Land Institute's Washington District Council.

The mission of the Smart Growth Alliance is to research, identify and encourage land use development and transportation policies and practices that support smart growth in the Washington metropolitan area. We are a regional organization with a regional focus.

The members of the Alliance include environmental and development organizations, some of whom have disagreed on these issues in the past. However, we are jointly committed to improving the quality of life in the Washington region. For us, smart growth is about ensuring that neighborhoods, towns, and regions accommodate growth in a way that supports economic vitality, environmental protection and community livability. It is not a single growth strategy, but a context for making sound decisions as the region considers how best to accommodate future growth.

The Alliance's Smart Growth Project Recognition Program utilizes a detailed set of criteria to evaluate project proposals for consistency with our smart growth principles. The recognition program's criteria are attached.

The Program's independent jury met on October 2, 2003 and recognized the Twinbrook Commons project as a Smart Growth Project Proposal.

## SGA PARTNERS

Urban Land Institute  
Washington

Chesapeake Bay  
Foundation

Greater Washington  
Board of Trade

Coalition for  
Smarter Growth

Metropolitan Washington  
Builders' Council

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After careful review, the jury concluded that this proposal incorporates transit-oriented development and pedestrian-oriented design in an area appropriate for growth with development densities consistent with smart growth principles. Below is a brief description of how this proposal met the jury's five criteria:

#### **Location**

Underutilized Metro sites are typically the best locations for additional residential and commercial growth.

#### **Density, Design and Diversity of Uses**

The jury believes that this site provides an appropriate mix of uses – residential, office and retail – to encourage pedestrian activity, safe streets, and to make the best use of the Metro station.

Density only works when it is accompanied by high-quality and pedestrian-oriented design. The design by Silver Spring-based Torti/Gallas is award winning, and rather than simply shoehorning development into the property, creates a safe and inviting place for people to live, work and play. The design will not only provide benefits for the future tenants, but for the surrounding neighborhoods as well.

#### **Transportation**

Obviously, much of the transportation criteria are being met through its location at a Metro station. Additionally, its pedestrian oriented design will encourage walking to Metro for the new tenants and for the surrounding neighborhood. New bus bays will help accommodate the seven Ride-On bus lines and two Metrobus lines that meet the site.

As part of the Montgomery County rezoning process, Twinbrook Commons is required to mitigate at least 50 percent of the site-generated trips. They will mitigate at least 50 percent by encouraging internal neighborhood trips and alternative modes of transportation by providing:

- Neighborhood serving retail including a grocery store and cafe
- Quality streetscape improvements
- Mix of uses – residential, office, retail and recreation located on site easily accessible on foot

ISS

### **Environment**

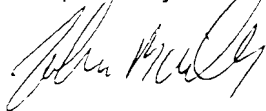
The proposed site will not only increase the amount of green space available on this site, but also more than triple the amount of active open space available to pedestrians. The entire project is organized around a Village Green, which is a park-like lawn furnished with seating, fountains and a music pavilion. This, along with increased greenery throughout the project, including three smaller scale urban parks, will provide a richer public amenity of green space for residents, workers and transit users.

### **Community Assets**

We believe that JBG has a well-deserved reputation for working in good faith with the surrounding neighborhoods and jurisdictions, and understand that they have made impressive strides to do this for this site over the past five years. In addition to all of the other benefits articulated, JBG deserves particular credit for agreeing to provide 15% of their MPDUs on site. This will ensure that as Metro station development increases, we will create needed housing for teachers, firefighters and other municipal workers as housing becomes ever more out of reach for working and middle-income renters and homebuyers.

Transit-oriented development and smart growth are all about getting the details right. Unfortunately our region is full of some transit stations with density, and yet they completely fail as livable public spaces. Through its use of high-quality design standards both for its private and public areas, Twinbrook Commons will be an example for the city, county and the entire region.

Respectfully submitted,



John Bailey  
Director, Smart Growth Alliance

# WASHINGTON SMART GROWTH ALLIANCE

## SMART GROWTH RECOGNITION PROGRAM CRITERIA

### Introduction

The Smart Growth Alliance is a collaborative partnership of the Urban Land Institute - Washington, the Coalition for Smarter Growth, the Greater Washington Board of Trade, the Chesapeake Bay Foundation, and the Metropolitan Washington Builders' Council. Its mission is to research, identify, and encourage land use development and transportation policies and practices that support smart growth. To facilitate this mission, the Alliance has developed a project recognition program.

This program recognizes specific development proposals that exemplify smart growth characteristics. To be considered for recognition, a proposed project will be carefully evaluated against a series of *comprehensive* standards established by the Alliance. Applications for program recognition are analyzed by a select review committee composed of regionally diverse representatives from a broad base of backgrounds and interests.

Carrying this recognition indicates that the project helps the Washington region accommodate growth in a manner that achieves economic, environmental, and quality-of-life objectives. By recognizing the value of proposed projects, the recognition program encourages developers, citizen groups, and elected officials to strive for smart growth. While there are other good development projects in the region, it is the intent of this program to highlight only those that are on the cutting edge of smart growth.

The following are the project criteria that are specific to the project's design. A set of questions tailored to each criterion will help the project sponsor determine whether each criterion has been met.

### Base Criteria (Prequalifying Standards):

At a minimum, a proposed project must meet *all* of these five criteria:

*Location:* The project must be in an area designated and appropriate for growth or revitalization, most particularly for infill development or sites adjacent or close to developed residential or commercial areas. It should take advantage of existing or short-term planned public water and sewer service, and should be accessible to public transportation.

*Density, Design, and Diversity of Uses:* The three Ds of good, smart growth development must be present, either within the proposed project or in the vicinity. That is, a project or an area must have sufficient density and scale to support a mix of uses, walkability, and public transit. The project should be designed so that it is integrated into the existing community fabric.

*Transportation/Mobility/Accessibility:* The project should be designed, located, and programmed to offer alternatives to single occupancy vehicle trips, by

enabling safe and effective pedestrian and bicycle access to multiple uses and activities and by being accessible to public transportation.

*Environment:* The project should effectively protect, conserve, or mitigate damage to open space, water, and air quality, and important ecosystem components.

*Community Assets:* The project should generate benefits for the surrounding area or the host community. These may include positive economic impacts, affordable housing, support for the school system, historic preservation, public access to parks or open space, support for local efforts to encourage alternative transportation, adaptive reuse of obsolete buildings, or other improvements to the quality of community life.

In addition to the above criteria, the development team (developer, designers, engineers, and other consultants) should demonstrate a track record of high-quality performance and proven experience. It also should have a record of completing projects on schedule and according to plan.

## Criteria

Following are the criteria that all selected projects must meet. Each criterion is accompanied by several questions. While not all projects must address all of the questions, a preponderance of positive answers will be required to win recognition.

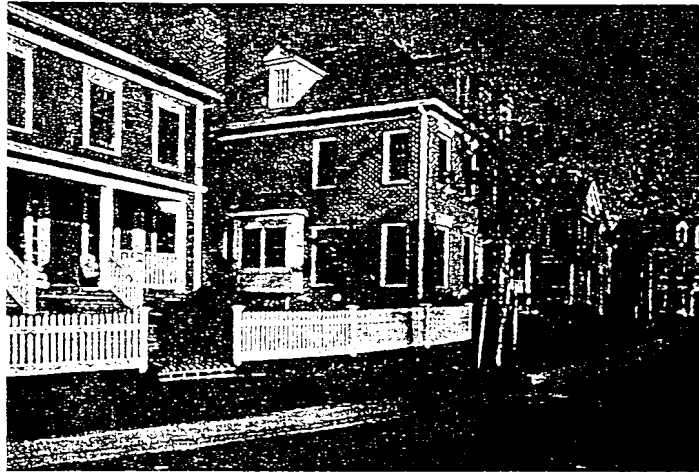
1. **Location.** The project should be developed in an area where growth is desirable.



- ☐ Is the project in an area designated for growth, intensification, or revitalization by the local jurisdiction?
- ☐ Is the project a redevelopment or renovation on a site with previous disturbance?
- ☐ Is the site within or to be annexed to a city or town, or is it within a designated town center or village area, or will it effectively connect to a neighborhood, community, or town center?
- ☐ Is the development within a current or planned public sewer and water service area, and when will it be serviced by public sewer and water?



## 2. Density, Design, and Diversity of Uses.



2a. **Density.** *The project should have overall moderate to high density.*

- ☐ Will net density<sup>1</sup> exceed the density of the surrounding area?
- ☐ Is density sufficient to encourage mixed uses, walking, biking, use of civic spaces, increased public transportation, and the reduction of single-occupancy vehicle trips?
- ☐ Will a project located within a half-mile of a fixed-rail station be dense and varied enough (compared with existing uses in the adjacent area) to help the neighborhood support 12- to 18-hour activity?
- ☐ Will an infill project located farther than a half-mile from a fixed-rail station or town be dense and varied enough (compared with existing uses in the adjacent area) to enliven the area, support public transportation, and take advantage of existing public infrastructure?
- ☐ In suburban areas, will the residential density of the project or of expanding communities be high enough to support some retail, employment, civic uses, and increased public transportation in the community and does it allow for mixed uses?
- ☐ In rural/village/small town areas, will density be sufficient to support and enhance existing development and use existing public infrastructure efficiently?

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<sup>1</sup> Net density represents the level of concentration (high or low) of buildings, including their total volume, within a given area, excluding land for streets, public playgrounds, and open space. Often expressed as a ratio, residential density is expressed as dwelling units/acre; nonresidential density is expressed as floor/area ratio (FAR).

The density guidelines are based on **typical** net densities for each development type, shown in the table. Pending the work with the pilot projects, these densities will **guide** the review committee's evaluation.

#### Density Guidelines

Location	Residential Component	Employment Component
Within 0.5 mile from fixed-rail station	Multifamily Exceeds 25 dwelling unit per acre	Between 1.5 and 3 FAR or higher Highest densities concentrated at rail station
Farther than 0.5 mile from fixed-rail station	Single-family detached units: 5 single-family, detached units per acre if the project consists only of single-family homes; 7 single-family detached units per acre for a development with mixed housing types.  15 single-family, attached homes per acre  25 multifamily, attached units per acre	Exceed a 1 FAR
Suburban areas	Exceeds 7 dwelling units per acre	Some exceed 0.5 FAR
Rural/village/small town area	4 dwelling units per acre	No density target

**2b. Design.** The design of the project should be of high quality and should respect the visual character of the surrounding area.



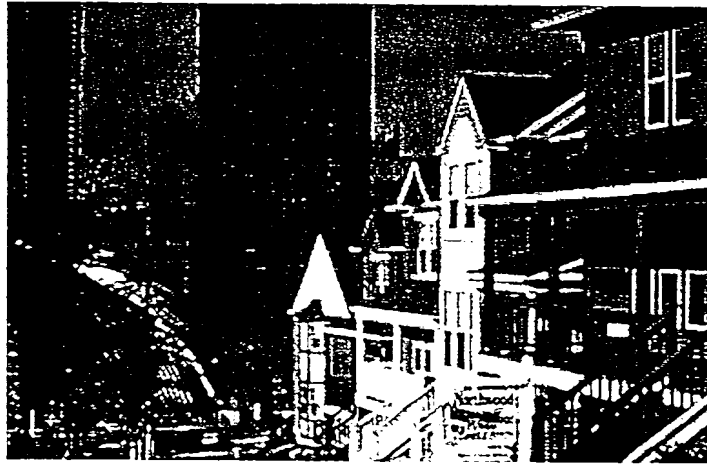
- ☐ Is the project designed to relate to and integrate with the surrounding community and not create an isolated enclave?
- ☐ Will the project's visual character respect and make a positive contribution to the surrounding community?
- ☐ Will the project include street trees, inviting street frontage, attractive street lighting, and human-scale streetscapes so that pedestrians feel safe and are buffered from traffic?
- ☐ Will the project use lighting mechanisms that do not pollute the night sky?
- ☐ Will the project incorporate *usable* public open space and public civic spaces?
- ☐ Does the project's parking design promote pedestrian-friendly environments and lend to good-quality design by concentrating parking at the rear of buildings, underground, or in garages, and/or by using landscaping and other techniques to maintain high aesthetic qualities?

- 2c. Diversity. Although mixed-use projects are preferred, at a minimum, the project should add to the mix of uses in its surrounding area.



- ☐ Will the proposed land uses help to balance the jobs, housing, and services mix of the surrounding community?
- ☐ If the project is located within a half-mile of a fixed-rail transit system or an area of a single land use type, will the proposed development balance the jobs, housing, and services mix with the uses already there?
- ☐ If the project is located farther than a half-mile from a fixed-rail transit system or near an area of a single land use type, will the project offer an effective internal mix of residential and commercial uses?
- ☐ Will the project promote vertical integration of land uses, for example, housing above stores, or is there more than one use type in a single building?

- 2d. **Affordable Housing**<sup>2</sup>. If the project has a residential component, a mix of housing for all income levels should be encouraged.



- ☐ Will the development encourage and produce a mix of housing types for a range of income levels?
- ☐ Will the development provide at least 10 to 15 percent of affordable housing?

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<sup>2</sup> As defined by the local jurisdiction.

3. **Transportation, Mobility, Accessibility.** The project should offer alternatives designed to reduce dependency on single-occupancy vehicle use.



- ☐ Is the project designed and located within a half-mile of other land uses and transportation options to encourage residents and workers to walk or bike to school, parks, shops, and services and to use public transit?
- ☐ Is there safe and direct pedestrian and bicycle access through well-marked crosswalks on site and links to external areas?
- ☐ Does the pedestrian/bicycle design include landscaped, lighted trails that are independent of the street or highway edge and that go to adjoining communities and neighborhoods, and to other trail systems?
- ☐ Will the project design support and encourage internal circulation and local pedestrian use (i.e., provide sidewalks between residences and other land uses, streetscaping, and traffic calming) and bike travel?
- ☐ Are the project's internal transportation connections linked (e.g., do they connect paths, sidewalks, or transit routes with each other?), and will its design and location enable the creation, extension, or improvement of additional public or private transit in the community?
- ☐ If congestion is a problem, will the project contribute to/participate in transportation demand management and/or provide incentives for transit use?
- ☐ Will the project minimize street widths and off-street parking by using good design, shared parking concepts, and transportation management techniques?

- ☐ If the project is located within a half-mile of transit, will it reduce parking?
- ☐ Will the project use structured parking where transit is located?
- ☐ Does the development support external vehicular, transit, bicycle, and pedestrian connections?

4. **Environment.** The project should be sensitive to existing environmental features and protect natural resources where feasible. Where possible, sustainable design features should be incorporated into the project's design.



- ☐ Will the project sensitively protect, or contribute to the protection of, wetlands, forests, agricultural lands, and aquifer recharge areas and sustain areas of unfragmented ecosystems?
- ☐ Will the project protect existing stream and river buffers or create new buffers?
- ☐ Will the project avoid disturbing steep slopes (more than 15 percent) and highly erodible or unstable soils?
- ☐ Will the project incorporate natural or engineered solutions to prevent (or reduce existing) nonpoint source pollution within a single, small watershed?
- ☐ Does the project reduce stormwater runoff by providing for on-site water retention, infiltration or staged release? Does the project incorporate a green roof? Does the project re-use gray water? Does the project contribute to off-site stormwater retrofits or other stormwater reduction solutions?
- ☐ Will the project protect or restore a variety of on-site habitat, particularly for threatened or endangered species?
- ☐ Will the project's open-space areas be connected to protect green infrastructure?
- ☐ Will the project, by its location and design, help reduce air pollution?
- ☐ Does the project systematically protect existing trees?



- ☐ Are sustainable design techniques that will conserve and protect water, energy, air quality, and land incorporated into the project?
- ☐ Will the developer or owner apply for LEEDS certification, and if so at what level?
- ☐ Will the project reduce construction waste or use recycled materials?

5. **Community Assets.** The project should benefit and enhance the existing community.



**5a. Benefits.** *A range of benefits should be considered.*

- ☐ Will the project fulfill the goals of an approved community revitalization or development plan?
- ☐ Will the project offer the community a significant quality-of-life benefit such as a park, a school site, a civic structure or use?
- ☐ Will the project offer a significant benefit to the arts community by creating exhibition space, theaters, studios, or other features?
- ☐ Will the project offer the community a significant economic benefit such as jobs, tax base, cultural arts, etc.?
- ☐ Will the project help support or benefit existing schools?
- ☐ Will the project connect its open space internally, and will it link its open space to external or community open-space resources?
- ☐ Will the project retain, restore, and incorporate existing historic structures and sites?
- ☐ Will the project work to retain or relocate any displaced business and residents?



- 5b. **Participation.** The developer should encourage substantial community participation during the development process.



- ☐ Has the jurisdiction provided for meaningful community participation in planning and design review?
- ☐ Has the developer worked responsibly with local groups to identify and resolve local concerns and needs?
- ☐ Does the developer have a plan for community participation?
- ☐ Does the developer have written support, e.g., letters from community members and groups?